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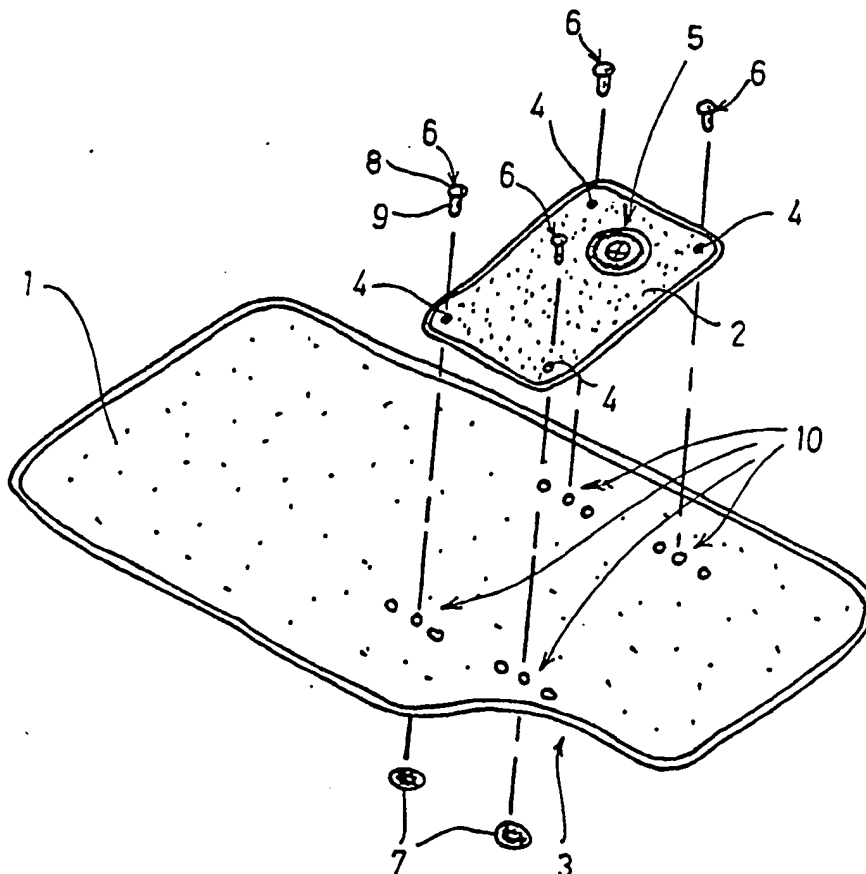
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(54) Car mat with user-attachable heel mat

(57) A car mat has a separate heel mat 2 which is releasably attached to a base mat 1 by studs 6 and retainers 7, the studs being inserted through apertures 4 and 10. A choice of apertures 10 is provided for mounting the heel mat 2 in different positions.

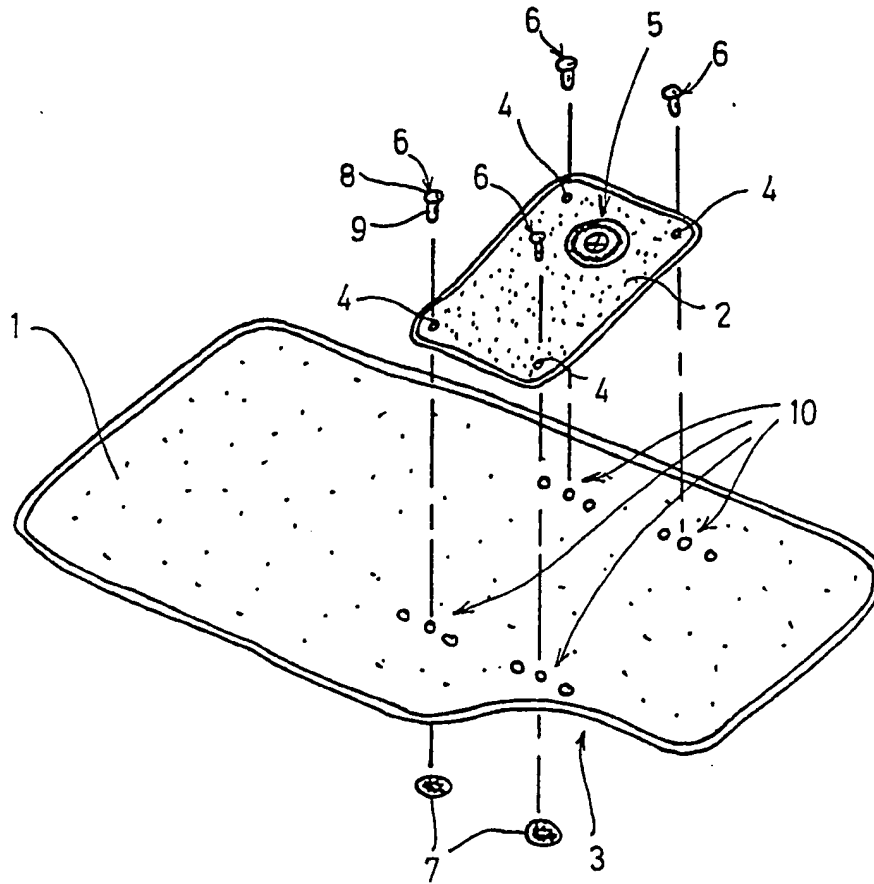


At least one drawing originally filed was informal and the print reproduced here is taken from a later filed formal copy.

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## CAR MAT

### TECHNICAL FIELD OF THE INVENTION

This invention relates to car mats of the kind comprising a base mat having an upper face and a separate smaller heel mat for attachment to the upper face of the base mat to take the additional wear created by the heels of car occupants. Such mats will be referred to below as a car mat "of the kind set forth".

### BACKGROUND

In car mats of the kind set forth the heel mat often carries a logo or advertising matter, and the heel mat is usually permanently secured to the base mat during manufacture, e.g. by stitching.

### SUMMARY OF THE INVENTION

The present invention proposes a car mat of the kind set forth which is distinguished by the provision of user-engagable attachment means for securing the heel mat to the base mat.

One advantage of such an arrangement is that when the mat is marketed with heel mats bearing different designs, less space is taken up at retail premises

since the retailer need only stock one set of the larger base mats with any number of different heel mats.

The user-engagable attachment means is preferably also user-releasable and re-engagable. Thus, the heel mat can easily be replaced by the user when it becomes worn or should the user require a heel mat bearing a different design.

The user-enageable attachment means preferably comprises a plurality of stem portions which project from the heel mat in use for insertion through apertures in the base mat, and a respective retaining element for engagement with each stem portion on the opposite side of the base mat to the heel mat. Preferably each stem portion passes through an aperture in the heel mat in use and is joined to a head portion for abutment with an upper surface of the heel mat. A plurality of sets of apertures are preferably provided in the base mat to provide a choice of fixing positions for the heel mat relative to the base mat.

#### BRIEF DESCRIPTION OF THE DRAWINGS

The invention is exemplified in the accompanying drawing which is an exploded perspective view of a car mat of the invention.

#### DETAILED DESCRIPTION OF THE DRAWINGS

The car mat comprises a base mat 1 and a heel mat 2.

The heel mat may be of woven fabric and may bear a design which is embroidered or otherwise applied to the mat. The heel mat may also be of plastics, rubber or other suitable material, with or without a design. The base mat 1 may also be of any suitable material.

The illustrated base mat 1 is of generally rectangular shape with three of its corners being rounded and its fourth corner having a notch 3 to accommodate the front wheel arch of a vehicle. The base mat may however be of any suitable shape. For example, the opposite corner may be notched or both corners may be cut off. The heel mat 2 is again of substantially rectangular shape with slightly rounded corners, each corner containing a through aperture 4. The heel mat may carry a logo or advertising matter 5 on its upper surface.

The heel mat 2 is secured to the base mat 1 by four pairs of studs 6 and retainers 7, only two of the retainers being visible in the drawing. Each stud has a head 8 and a stem 9 so that the user can insert the stem of each stud through one of the apertures 4 until the head 8 abuts the top surface of the heel mat. The base mat 2 contains several, e.g. three sets of further apertures 10. Each set of apertures 10 corresponds with the apertures 4 of the heel mat to receive the stems 9 which project from the bottom of the heel mat 2. However, the three sets of apertures 10 are offset from each other in the longer dimension of the base mat, corresponding to the front-rear direction of a vehicle in which the mat will be installed, so that the user can choose the most appropriate position of the heel mat relative to the base mat. This allows the

configuration of the mat to be adjusted by the user according to his/her leg length and/or preferred driving position for example. As an alternative, the apertures 10 could be omitted and the user could make his/her own apertures in the base mat using a bradawl for example. The user will normally be provided with the necessary instructions, possibly with a template for ensuring the correct relative positioning of the holes 10.

The retainers 7 each comprise a spring metal washer having a number of integral inwardly projecting spring fingers. Thus, when the user pushes one of the retainers onto each stem 9 projecting from the underside of the base mat the fingers flex towards the leading end of the stem to permit the retainer to pass relatively easily onto the stem. However, the spring fingers resist withdrawal of the retainer from the stem by biting into the stem. The heel mat is thus firmly secured to the base mat in the chosen position. However, should it become necessary to separate the heel mat from the base mat the retainers 7 can be forcibly removed from the stems 9 and subsequently re-engaged with the stems if required.

The studs 6 and retainers 7 could be at partially or completely replaced by attachment means in the form of a multiplicity of hooks secured to either the base mat or the heel mat and a multiplicity of loops secured to the other mat for engagement with the hooks.

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### CLAIMS

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1. A car mat of the kind set forth which is distinguished by the provision of user-engagable attachment means for securing the heel mat to the base mat.
2. A car mat according to Claim 1, in which the user-engagable attachment means is also user-releasable and re-engagable.
3. A car mat according to Claim 1 or 2, in which the user-enageable attachment means comprises a plurality of stem portions which project from the heel mat in use for insertion through apertures in the base mat, and a respective retaining element for engagement with each stem portion on the opposite side of the base mat to the heel mat.
4. A car mat according to Claim 3, in which each stem portion passes through an aperture in the heel mat in use and is joined to a head portion for abutment with an upper surface of the heel mat.
5. A car mat according to Claim 3 or 4, in which a plurality of sets of apertures are provided in the base mat to provide a choice of fixing positions for the heel mat relative to the base mat.
6. A car mat which is substantially as described with reference to the accompanying drawing.

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